





MEMOS. FOR TO-MORROW.  
Shipping.

and then complicated the issue by dragging in the salaries question, with the result that their unity was destroyed and the resistance to the Imperial demands ignominiously collapsed. We hope when the estimates for next year are introduced that a wiser and more harmonious policy will be pursued. It is needless, we fear, to fight longer against the £40,000 levy. The future efforts of the unofficals ought to be directed rather towards curbing the pretensions of the military authorities, who seem to look upon the Colony as primarily existing for their benefit. The census report shows that the population of the Colony is increasing at a rapid rate.

tion of the Colony has greatly increased during the last decade and that its revenue has increased at a still higher rate, being 57 per cent. more than in 1881. We will not say that this last feature is so entirely satisfactory as is generally supposed. Taking into account the fact—studiously overlooked by the Imperial authorities—that the bulk of the population consists of coolies who con-

tributable to nothing but the revenue, it will be found that the rate of taxation in Hongkong is very heavy. The disproportionate increase of revenue shows that the levy per head of the population is higher than it was ten years ago, and we doubt if the margin of profits and the rate of wages had correspondingly increased. The accounts for this year will show a decline in revenue owing to the fall of rents—a beneficent fall—and in framing the estimates for next year a reduction in the opium returns will likely have to be taken into account. Despite, therefore, Mr Lookhart's glowing report, the financial situation of Hongkong is not such as to warrant an impression of taxation to meet fresh military exactions. The interests of Singapore have been boldly championed by its Governor, and we trust our local officials will turn their eyes for a while from domestic

Street add the favours likely to be received from the Government, and to co-operate with the officials in the endeavour to curtail expenditure. The trade and population of the colonies are increasing, but at the present moment the proportion of borrowed capital by which the trade is carried on is abnormally large, and the consequences is that a considerable share of the profits go out of Hongkong and are unproductive for revenue purposes.

In the latter part of the session the Government endeavoured to overtake the arrears of work and succeeded in passing several useful measures. But the most important bills—the Bankruptcy Bill, the Merchandise Shipping Bill, and the Opium Bill—are still in suspense. Several of the ordinances that have been passed are met with strong opposition, but the Government persevered with them, and we are sure experience will justify their adoption.

The Gambling Ordinance has already proved its efficiency. The great evil of gambling, although it has not been suppressed, has been effectively checked, the most that any Government can do. The Sunday Closing-Working Ordinances rescuе our colonies from the reproach of being more heated than China. In a short time, the嗜賭 gambling merchants, whose occupation has been condemned by the entire press of the East from India to Japan, will have adjusted their business to meet the requirements of the law and will be anxious that the mistaken policy should be quickly forgotten. And last, but not least, a Bill has been passed to check the evil of share gambling—a species of gambling which has had even more disastrous consequences than ordinary gambling. To this Bill we trust the Secretary of State will give as cordial a reception as he gave to the Sunday

dian, the passing of which, he says, is  
himself. "The three bills we have  
mentioned redeem the comparative  
new of the long session and may in a  
year make it memorable in the history  
of the colony.

The design of France on Saint have  
the subject of considerable discussion  
during the last two months. Between  
Saint and Annapolis, in the valley of  
Upper Maryland, there exist several  
independent Laco tribes. The district  
inhabited by these tribes is little known  
to the outside world. About two years  
it will be remembered, a French  
venturer named M. Mayrenea penetrated  
into the southern part of this region and  
came forth proclaiming to the world that  
he had been elected King of a people called  
the Sedague. The French Government

not receive the adventurer with open arms and after a checked career the *so-dis-called* King perished ignominiously on a small island close to the Malay peninsula. The doings of M. Mayenne and his stories about German and English intrusions, however, to have greatly quickened the interest of the French Government in the Laos tribes on the frontier of Annam. The Indo Chinese Government began to study the means of navigating the Upper Mekong, and M. Pavie, an energetic explorer, was sent on mission to Luang Phra-bang, the chief town in the Upper Mekong valley, where he has since been established as French Consul. Quite recently another Frenchman, M. Maistre, who passed through Hongkong one day on his way home—was sent to samples of French merchandise to ascertain the commercial value of the Luang Phra-bang district.

Indo-China Government put on the Mekong a small steamer named the *Siam*, constructed so as to pass the rapids and to effect the trade of the Upper Mekong. The movements of the French seem to have raised



Per S. S. Gleneagles, sailed 11  
—For London, 5,615 pkgs. Tea  
117,915 lbs. Scented Capor, 642  
containing 13,608 lbs. Scented



## Mails.

CANADIAN PACIFIC RAILWAY'S  
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)  
Empress of China Tuesday 1st Sept.  
Empress of India Tuesday 22nd Sept.  
Empress of Japan Tuesday 13th Oct.THE R. M. S. EMPRESS OF CHINA,  
5,700 tons, Captain Alex. Paterson,  
S.S., sailing at Noon, on TUESDAY, the  
1st September, with Her Majesty's Mails,  
will proceed to VANCOUVER, and SHANG-  
HAI, INLAND SEA, ROBE and YOKO-  
HAMA.RATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, FIRST CLASS.

TO	One way	Prepaid	
	Fares.	4	12
		Mon	Mon
Vancouver, Victoria, Re- quimaunt, New West- minster, B.C. ....	225	338	393
Port Townsend, Seattle, Tacoma, Wash. ....	255	368	487
Portland, Ore., San Fran- cisco, Cal. ....	275	413	482
Ranff, Calgary Alta. ....	285	428	493
Winnipeg, Man. ....	295	443	517
Minneapolis, St. Paul, Du- luth Minn. ....	295	443	517
Chicago, Ill., Kansas City, St. Louis, Mo. ....	305	458	534
Milwaukee, Wis. ....	305	458	534
Detroit, Mich., Cincinnati, Cleveland, Columbus, O. Hamilton, London, Toron- to, Ont. ....	306	458	534
Buffalo, Niagara Falls N.Y. ....			
Kingston, Ottawa, Ont., Montreal, Quebec, Que New York, Albany, Tor- rochester, N.Y. ....			
Baltimore, Md., Philade- phia, Pittsburg, Pa. ....	310	463	543
Washington, D.O., Boston, Mass Portland Me. Halifax, N.S., St. John N.B. ....			
Liverpool and London via Liverpool ....	325	575	650
Paris via Liverpool and London ....	345		
London via Liverpool and Paris ....	339		
Bremen, Hamburg ....	345		
	335		